

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of SALE OF CROWN LAND by Public Auction, to be held on the Spot, on MONDAY, the 30th day of March, 1897, at 4 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 30th day of March, 1897, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land at Hing Nam in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

Lot No.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upkeep.
1	Hing Nam	100 ft. by 100 ft.	1.000	75	1,000

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Colonial Secretary.

Particulars and Conditions of the Letting by Public Auction, to be held on TUESDAY, the 30th day of March, 1897, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, together with Erection and Buildings thereon, in the Colony of Hongkong, for a term of 99 years.

Particulars of the Lot.

Lot No.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upkeep.
1	Lot 1468	100 ft. by 100 ft.	1.000	75	1,000

To-day's Advertisements.

PUBLIC AUCTION OF VALUABLE HOUSEHOLD FURNITURE AT THE PEAK.

THE Undernamed has received instructions from A. COOK, Esq., to Sell by Public Auction, on

MONDAY,

the 29th March, 1897, at 2.30 p.m., at his residence, STRATHMORE HILL, PEAK.

THE WHOLE OF HIS HOUSEHOLD FURNITURE.

Comprising—

CROWNED-GLASS CHAIRS, BEDROOM SUITE, HANDMAIDEN CARVED OAK BLACKWOOD TABLES, CHAIRS, and STOVE, MIRROR, GASOLINE, and GAS BRACKET, A FEW OLD CHINA and CUPBOARDS, CHEST, CUPBOARD, and a HEARTH RUG.

EXTENSION DINING TABLE, ENGLISH-MADE SIDEBOARD and DINING WARDROBE, TWO HANDMAIDEN CARVED OAK CHAIRS, and HANDMAIDEN CARVED OAK CHAIRS.

CROCKERY, GLASS, and PLATED WARE, PANTRY REQUISITES, BREADSTOVE, DOUBLE and SINGLE WARDROBES with GLASS DOORS, DRESSING TABLES, and HANDMAIDEN CARVED OAK CHAIRS.

SHANGHAI BATH TUBS and BATH ROOM REQUISITES.

BOOKCASE and WRITING TABLE, ONE MILLER'S IRON SAFE and STAND, ONE COOKING RANGE, TWO HANDMAIDEN CARVED OAK CHAIRS, PLANTS in Pots and Stands.

Etc., Etc.

Catalogues will be issued.

On view from Saturday, the 27th March.

TERMS OF SALE—As Auctioneer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, March 25, 1897.

OLIVERS FREEHOLD MINES, LIMITED.

AN issue of B shares at par is offered to the Registered Shareholders of the above Company in the proportion of Seven shares for every fifty shares they hold. Every Shareholder on the Register on Wednesday, the 7th day of April next, will be entitled to an allotment of Seven B shares for every fifty shares whether A or B registered in his name. All applications must be made on forms for the purpose, which may be obtained at the Office of the Company or after the 7th day of April next, and must be filled up and lodged with the Company on or before WEDNESDAY, the 14th day of April next, together with a sum of Two dollars and fifty cents for every share applied for as a first instalment. A receipt will be given, which must be forwarded to the Company in exchange for Scrip.

The SHARE REGISTER will be CLOSED on WEDNESDAY, the 7th April, to WEDNESDAY, the 14th April next, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.

38-40, Queen's Road, Central, Hongkong, March 25, 1897.

To-day's Advertisements.

THEATRE ROYAL.

The Hongkong Laughing Season now in full swing.

Hilarity Precipitated Indiscriminately EVERY EVENING at 9 p.m.

By the SOCIETY ENTERTAINERS.

TO-NIGHT, HUSBAND'S SURPRISE.

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TO-NIGHT, HUSBAND'S SURPRISE.

To-day's Advertisements.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at the Annual General Meeting held in London recently, a Final DIVIDEND of 3% was declared on the Company's Preference Shares, for the Six Months ending 31st December, 1896, making 6% in all. A DIVIDEND of 6% for the same year was also declared on the Company's Ordinary Shares.

DIVIDEND WARRANTS will be ready on the 31st instant.

The Transfer BOOKS of the Company will be CLOSED from the 29th to the 31st instant, inclusive.

This CHINA MUTUAL S. N. Co. Ltd., P. P. HOLLIDAY, WISE & Co., Agents.

Hongkong, March 25, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

The Co.'s Steamship *Kanai*, Capt. SOMMERVILLE, will be despatched as above TO-MORROW, the 26th instant, at Daylight.

For Freight or passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 25, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship *Namoa*, Captain HALL, will be despatched for the above Port TO-MORROW, the 26th instant, at Daylight, and not as previously notified.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, March 25, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

The Co.'s Steamship *Namoa*, Captain HALL, will be despatched for the above Ports on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, March 25, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Patroclus*, Captain DIERCKX, will be despatched as above on MONDAY, the 29th instant, at 2 p.m.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 25, 1897.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.

The Co.'s Steamship *Kanai*, Captain W. THOMPSON, will be despatched as above on FRIDAY, the 2nd April, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, March 25, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

The Co.'s Steamship *Changung*, Captain BULLER, will be despatched as above on MONDAY, the 5th April, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, March 25, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Ision*, Captain NIELSEN, will be despatched as above on MONDAY, the 5th April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 25, 1897.

WARRACK LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Madag*, Captain THOMAS, will be despatched for the above Ports on TUESDAY, the 6th April, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, March 25, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATS, &c.)

The Co.'s Steamship *R. CONRAD*, Commander, will be despatched as above on or about the 4th April, 1897.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, March 25, 1897.

To-day's Advertisements.

STEAMSHIP FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE S.S. *ROSSETTA*, Captain F. N. TILMAN, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the Steamship *OCEANIA*, leaving that Port on the 1st May, for LONDON direct.)

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 25, 1897.

SHIPPING.

ARRIVALS.

March 25.—

Haiman, British steamer, 636, Bahrat, Tamsui March 23, Amoy 23, and Swatow 24. General.—DOUGLAS STEAMSHIP CO.

Emeralda, British steamer, 966, G. A. Taylor, Manila March 23, General.—SHEWAN, TOMES & CO.

Chunang, British steamer, 1,413, J. Buller, Probolinggo March 14, Sugar.—JARDINE, MATHESON & CO.

Adon, British steamer, 2,280, Roselle, New York Jan. 21, and Singapore March 17. General.—SHEWAN, TOMES & CO.

Chelydra, British steamer, 1,774, R. Cass, Calcutta via Penang and Singapore March 19, at noon. General.—JARDINE, MATHESON & CO.

Kong Kong, British steamer, 608, F. W. Joslin, Bangkok March 18, General.—YUEH FAT HOON.

DEPARTURES.

March 26.—

Kaiser-i-Hind, for Europe, &c. Cosmopolis, for Tientsin.

Mathilde, for Hainan.

Ask, for Hainan.

Gowrie, for Shanghai.

Per Chelydra, for Singapore, Corea, Rio, for Amoy.

Maclear, for Singapore.

DEPARTED.

Tam O'Shanter, for Manila.

Kanai, for Fochow.

Baitan, for Swatow.

Maria Rickmers, for Saigon.

Nanyang, for Amoy.

Memora, for Macao and Sydney, &c.

Sabine Rickmers, for Fochow.

Adon, for Shanghai.

Namoa, for Swatow.

PASSENGERS.

ARRIVED.

Per *Haiman*, from Tamsui, &c., Messrs Pina, Jun, and Orango, and 49 Chinese.

Per *Emeralda*, from Manila, Mrs. C. A. Ayala, Miss R. Guerra, Miss A. Taguila, and 40 Chinese.

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ROYAL MAIL STEAMSHIP LINE.

1897.

1897.

YANGTZE RIVER STEAMSHIP CO. LTD.
 VIA CANADA AND THE UNITED STATES.
 (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 10 knots.
 PROPOSED SAILINGS FROM HONGKONG.
 EMPRESS OF INDIA.—Comdr. R. ARBUTHNOT, R.N.R.—WEDNESDAY, 7th April/
 EMPRESS OF CHINA.—Comdr. P. MARSHALL, R.N.R.—WEDNESDAY, 28th April/
 EMPRESS OF JAPAN.—Comdr. H. FYENS, R.N.R.—WEDNESDAY, 10th May/
 S.S. 222. A magnificent Steamship of this Line, sailing from the famous INLAND SEA O

...**TRANS-ATLANTIC TRAINS OF THE CANADIAN PACIFIC RAILWAY**, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC OCEAN. The **YOKOHAMA** and **YOKOHAMA** are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and **AROUND THE WORLD** return fares to reduced rates for 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211th, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311th, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411th, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511th, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611th, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679

THE ATTRACTIVE FEATURES OF THIS COMPANY'S ROUTE, embrace its **PALATABLE STEAMSHIPS**, (second to none in the World), the **LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS** (the Company having received the highest awards for excellence in the world), the **SCENERY OF THE MOUNTAINS, MOUNTAIN AND LAKE SCENERY** (through which the Railroad passes), the **DINING CARS AND MOUNTAIN HOTELS** of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

Hongkong, March 17, 1897.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

W. H. W. & CO. MANAGERS.

D. E. BROWN, General Agent,
PEDDER STREET.

HOTELS.

32.—Hotel, Hongkong.
35.—Do. Mount Austin.
56.—Do. New Victoria.
78.—Do. Peak.
170.—Hotel, Windsor.

LIST OF EXCHANGE SUBSCRIBERS.	
No.	A
112B.	Aberdeen, Paper Mills Office.
123A.	Aberdeen, Paper Mills.
46.	Anderson, Capt., East Point.
21.	Anderson, Capt., Praya Central.
8.	Arnahol, Karberg & Co.
52.	Ho Tang, Praya West.
72.	Do. Praya Central.
15.	Residence.
37.	Humphreys, J. D., Residence.
68.	Humphreys, J. D., & Son.
	K
103.	Kaw Hong Tak
64A.	Kennedy, J., Causeway Bay.
107.	Kim Fat Hong
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107.	Kim Fat Hong.
	M
107.	Kim Fat Hong.
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107.	Kim Fat Hong.
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107.	Kim Fat Hong.
	W
107.	Kim Fat Hong.
	X
107.	Kim Fat Hong.
	Y
107.	Kim Fat Hong.
	Z
107.	Kim Fat Hong.

168.—Berk, J. M., Residence.	120.—Kirsch & Co.
142.—Ball Amherst Co.	151.—Kruso & Co.
172.—Benjamin S. S., Residence.	
173.—Benjamin, Kelly & Feltz.	L
70.—Bermann A. C., Residence.	91.—Lamke & Regge.
93.—Blackhead & Co.	148.—Lane, Crawford & Co.
95.—Blackhead, F., Residence.	137.—Land Tavernier & Co.
174.—Bradley & Co.	809.—Layton, R., Office.
154.—Briec Co., Deep Water Bay.	96.—Do., Residence.
122.—Bucala, & Goddard Capta.	17.—Leigh and Orange.

36a.	Do.	do, Quarry Bay.	106.	Man Chuen Yuen.
37.	Do.	do, Shipping Office.	98.	Man On Insurance Co.
39.	Do.	do, Sugar Office.	118.	Marly, A. C.
		O	112.	McIntosh & Co.
75.	Calaback, Macgregor & Co.		131.	Mayer & Co.
42	Canton Pacific Railway Co.		114.	Mayer & Co., Godown.
126.	Canton Insurance Co.		124.	Mayer & Co., North Point.
130.	Carroll & Co.		167.	Michaelson, S. C., Residence.
111.	Carmichael & Co.		155.	Mitsui Bussan Kaisha.
134.	Carmichael H. F., Residence.			N

22.	128.—Chen Ahn, Residence.	5.—Nam Wo & Co.
23.	29.—'Chine Mail' Office.	146.—National Bank.
	72.—China Sugar Refinery, East Point.	169.—Naval Yard.
	171.—Do. do. Town Office.	
	160.—Chow Fung Shang, Residence.	O
1.	OLDBS.	
	149.—Club Germania.	119.—Opium Factory.
	111.—Club Hongkong.	44.—Opium Farm.
	116.—Do. Lusitano.	174.—Ostons E. Residence.
0.	10.—Do. Pusk.	P
		176.—Palmer and Turner.

106.	—Colonial Secretary.	69.	P. — O. M. Mess, Peak.
108.	—Comm. Union Assurance Co.	147.	—Playfair, G. W. F., Residence.
84.	—Commodore, D. Laprak & Co., Office.	54.	—Playfair, Central.
78.	—Do. Do. Residence.		R
75.	—Courrier, J. B., Office.	15.	—Ray, E. C., Residence.
	D	31.	—Ray and Davis.
12.	—Daily Press' Office.	103.	—R. E. Guard Room.
85.	—Daily Farm Office.	104.	—R. E. Mess.
67.	—Daily Farm, Pok-hoo-lum.	140.	—Reuter, Brockelstein & Co.
121.	—Denby, W.		R

60.—David & Co.
123.—Detective Dept., (Chingse).
25.—Dock, Aberdeen.
30.—Dock Co.
DOCTORS.
60.—Dr. Atkinson, Residence.
105.—Dr. Clark, Residence.
2.—Dr. Harligan, Chapman and Rennie.
3.—Dr. Jordan, Miller.
43.—Do. Residence.
40.—Riehm, H. A., Residence.
45.—Kopy-Retry.
169.—Ross A., Residence.
S
31.—Sellers, P., Residence.
62.—Schnitz, Hume.
63.—Santarius, E. & Co., Ltd.
94.—Sasson, M. S. & Co.
99.—Shewan, Tomes & Co.

127.—Dr. Paulus, Residence.	173.—Smith, A. Findlay.
128.—Dr. Pausin.	174.—Skott H., Residence.
129.—Dr. Rasmussen.	175.—Smyth, F. J., Bankman.
130.—Dr. Thomason, Residence.	176.—Sperry Flour Co.
131.—Dr. Thomason, Office.	177.—Stevens, G. K., Office.
132.—Do.	178.—Do. do. Residence.
133.—Do.	179.—Sweets Insurance Co.
134.—Dowdell, O'Neill & Co.	180.—Sui Kut Bank.
135.—Dr. Douglas Leprank & Co.	
E	
136.—Eden, Smr. Cart, Residence.	
T	
137.—Eden, Smr. Cart, Residence.	181.—Telegraph Companies.

137.—Tong Lee Chan, Office.	138.—Tong Lee Chan, Shankuian.	139.—Tung Station, Peak.	140.—Tung Kee & Co.
141.—Fenwick, Geo. & Co.	142.—Fletcher & Co.		
143.—Gardie, Price & Co.	144.—Gardine.	145.—Gas Co., East Point.	146.—Do. West Point.
147.—Watson A. S., & Co.	148.—What's & Godown Co., Head Off.	149.—What's & Godown Co., Kowloon.	150.—What's & Godown Co., Wanchai.

11.	Gibb, Livingston & Co.	57.	Wickham, W. H., Residence.
14.	Government House.	58.	Wider & Co.
H		59.	Wing Kee & Co., Offs.
136.	Hall, F. W., Residence.	145.	Do., Godown.
137.	Hall, F. W., Residence.	63.	Wo Kee & Co.
60.	Harbour Master.	F	
59.	Harling, Buchsman & Messall.	161.	Yan Woo Co.
58.	Harling, G., Residence.	33.	Yuen Fat Hong.
57.	Harling, W. Stuart, Residence.	75.	Yuen Loo & Co.
56.	Haskell, D., Residence.		

115.—Him Koo & Co.
77.—Holliday, Wise & Co.
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24.—H. & S. Bank, Mess.
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Ring up—13, Proprietary.

60.	Do.	Government Civil.	1897.
115.	Hospital,	Nothersele.	1897.
9.	Do.	Peak.	1897.
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CHINA TRADE.

of throwing trade
India and China into

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 Hongkong, 8th March, 1897.

to, I think no one is doing good service to the foreign residents in China; for the service, that is, in reconciling him to the stagnation if reforms are only to be purchased at such a price. It seems to me unnecessary, so long as pens and ink are out upon the Yangtze, to dilate further upon this theme. Yet we also of the North have their sorrows in this matter.

"Now,"

Mountain we will entertain ourself with dreams of hell. The scheme of electric railway between Tungchow and Peking is now being agitated. Such a lobby would be of inestimable service, and I badly would prove a paying investment, as at Peking, agitation is still a gentle one, and may be kept in check without serious measure to vested interests. The line is to be constructed after the completion of the Peking-Hankow system.

THE CAMEL THREATENED.

Yet more serious is the prospect of a new-gauge line from Peking to the north, as at Peking, transportation of the transportation of coal, which now pays its freight for transportation by camel. This is little doubt that this idea will soon come an accomplished fact, and the camel, with his packs of coal, are banished from our backyards, which he has been wont to knead down. He is a creature of slight build, and weighs about 100 pounds, but we can well spare this camel for the promised saving of two thousand on our winter fuel.

There is.

♣ WOMEN & THE HUB

In the Emperor's forests to the north of this part, between here and Shan-shan, and the traditional home of ten thousand. Some strange and malevolent beast has descended upon them, with warning or previous advertisement and doing vast damage. The worn appears, with the tree upon the inside, and does not from his labours till the tree is cut down. The worn has been sent from Peking to report upon this matter, and he said that the imperial forester is his head. This happy solution of liability, however, not only has no return for the worn, but does not dignify the local peasantry the fact that the whole affair is of civil origin for the

蔬菜

HONGKONG SHARE MARKET.
In their weekly share report issued Hongkong, 24th March, Messrs Benjamin, Moore and Potts write:
This has been a chequered week for our securities, and several have suffered rather sharp decline, more especially the Hongkong Bank and China Fires, the latter recently dropping owing to losses sustained in the recent fire in Shanghai.
Bank of China, Shanghai Bank and Chartered Bank are ruled steady at 168 pence, the latter shares are engaged for on time at equivalent rates. The London quotation is £24 1/2.
Marine Insurance—Yangtze and Pootung shares are quiet with sellers at £24 1/2.
Munich Insurance—Yangtze's shares have recently weakened owing to shares offered for sale from the North at \$165, which is the current selling rate. Straits declined still further, but the shares were offered at \$13, but the Hongkong share has again stiffened, and shares are now quoted at \$10. Other stocks under consideration remain steady at Hongkong.
Fire Insurances.—Both Yangtze and Pootung shares have suffered rather a sharp decline, and are quoted at \$380 and \$140 respectively owing to the rather heavy loss sustained by both Companies at the recent fire in Shanghai, in which it is reported the Yangtze lost \$50,000, and the Pootung \$100,000. The Chinese Fire extension is also quoted at \$140.

經

The week at 834½ and 834½, closing nearly at the latter rate. Indo-China has been placed at 840½. China and Java are quoted at 671 ex the dividend of \$6 per share paid on the 92nd inst. The rough shares are offering at 860 ex the dividend of 82 per share paid on the 92nd inst.

Berbecins.—China Sugars are decidedly firmer, and have been placed at 814 and 814½. On June at 814½, and more buyers are enquiring for them. Luzon is very weakened considerably, and shares are on the market at 840 without finding buyers at ex or 838.

Mining.—Punjons declined to 84, but again firmer with sales and buyers at 84 and 84½. New Balmora have been placed at 85 and 82 for the Ordinary Preference and Shares are obtainable slightly easier at 84 and 84½. Olivers have experienced a small decline, and the A shares are wanted at 816½. The B have been down to 86, 86½, and 87, and close with sellers at the same rate.

Wholesale Wharves and Godowns.—Hongkong and Wharpoon Docks were done at 244½ cent, premium, and for the network at 245 per cent, premium, but the market is again easier, and shares are probably obtainable at one point lower. Kowloon & Wharf shares have improved, and there have been effected at 860 and 861, and 862 for the respective companies.

Cargoes, Hotels and Buildings.—Hongkong and Wharpoon Estate have steadily advanced. Hongkong Hotels are steady at 820. Humphreys' Estate have been placed at 820, 820 and 831.

Steel.—Green Island Cement is unchanged hands, and is wanted at 82½. There are 70 tons put up by the 23rd inst. A S. Watson is offered at 812½. Roper's have been placed on the 23rd inst. at 815 and 816 as at 816 and 812½. Floating at 814½. Dividends are quoted at 830 ex the dividend of 84½ paid on the 80th inst. Campbell Brothers are wanted at 83 ex the dividend of 81.20 paid on the 92nd inst.

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CHINA TRADE.

The idea of throwing trade between Netherlands India and China into Dutch hands has long been a topic of discussion in Holland and Java. What trade is going to fall into the power of foreign firms. This has sorely tried the patience of patriots. The Dutch government has sent many expeditions but they have failed. Now, however, the prospect is deemed to have opened out. Optimists point to the increasing importance of Sumatra oil into China, and fancy that this will give Dutch importers a share in the growing foothold in China. In a few years, so they say, the Dutch will again take a leading place among trading nations there, through the Sumatra oil traffic. But, at present, the latter is in the hands of foreign houses. The steamship traffic between Netherlands India and China is in English hands. It is suggested that the Netherlands government should take the matter up. Through the oil trade, the petroleum companies in Holland, the manufacturers there, and the Dutch steamship companies plying to Java might combine for the purpose. They would then be in a position to syndicate to push the petroleum trade, and to keep it by its means quite out of touch with Chinese traders. The latter could then be led to give preference to Dutch manufactures. Upon gaining this, it would not be difficult to

merchants in Holland

unwilling to give ear to these counsels, owing to heavy losses in the past among those who had ventured upon direct trade between Holland and China. It is expected that with retreating as a lover they must only work together to overcome all difficulties in the way of attaining the end in view.—*Strait Times*.

THE IMPORT DUTY ON TOBACCO IN JAPAN.

We observe with much surprise that the import duty on tobacco is fixed at from 35 to 40 per cent. *ad valorem*, by the General Tariff now in the hands of the House of Representatives. Doubtless some explanation of this figure is forthcoming, for the subject is known to have received mature consideration and the possibilities of the trade have been carefully being rendered vividly inoperative by the import of this article, are well understood. The facts are these:—When the monopoly goes into force, the tax on tobacco grown and manufactured in Japan for home consumption will be at least 100 per cent. of the original value of the tobacco. In other words, the price of the lower grades of tobacco will be more than doubled. There are, however, several kinds of foreign tobacco that can easily be imported into Japan at prices not much higher than the

of the coarser grain product. If the im-

These foreign tobaccos he only 40 per cent. of the total. They will have an advantage of 60 per cent. over the Japanese tobacco with which they come into competition. It is quite plain that, with such a handicap against it, the foreign tobacco will be driven out of the market, the only alternative being the abandonment of the monopoly. Another danger also presents itself. Japanese tobacco intended for export will be exempted from the operation of the tax. It will not be subject to the tax on imports. What, then, will stand in the way of the Japanese leaf's being exported, manufactured abroad, and brought back to Japan to compete with the tobacco of foreign growers and manufacturers who have no such tax to pay? The only way of sending the stuff for a trip to China, if they could avoid a tax of 60 per cent. of it

is that the compil
I have resolved to

The effect of the suggested to give practical effect to the considerations which must necessarily have been patent. The difficulty might easily have been negotiated by fixing import duties on a sliding scale, so that foreign grown tobacco of the coarser grades would be so heavily taxed as to be precluded from competing with the Japanese product.—*Japan Mail.*

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